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## MISCELLANY.

*From the United Service Journal.*

### PONTOONS.

An interesting inspection of two different descriptions of pontoons took place on the river Medway, a few miles above Chatham, on the 1st of July, which appeared a preliminary step to the adoption of something new into the service, in place of the large punt, or barge-shaped pontoons, which, with slight differences of form, have been used in the British service, and by most of the continental armies since the time of Louis XIV.

The programme ran thus :

CHATHAM, June 25, 1836.

General plan of operations agreed upon by Colonel Pasley and Major Blanshard, for exhibiting the pontoon bridges respectively proposed by them, for the inspection of the Right Honorable Sir Hussey Vivian, K. C. B. &c. Master General of the Ordnance, and of the pontoon committee, on Friday 1st July, 1836.

1. Major Blanshard's pontoons will be in readiness at half past one o'clock, to form a bridge over the Medway, at the village of Woldham, where the river is about 470 feet wide. Some of the old English pontoons will form a part of this bridge, as there is not quite enough of Major Blanshard's pattern to go entirely across.

2. It proposed that cavalry and infantry shall march over this bridge, from Woldham to the opposite side, and back again.

3. Col. Pasley's pontoons will be in readiness to form a bridge at Halling, where the river is about 240 ft. wide. Three rafts of the circular wooden pontoons, proposed by Sir James Colleton, will form a part of this bridge, as there are not quite enough of Colonel Pasley's pattern to go entirely across.

4. The troops will march from Woldham, over this bridge, and proceed towards Cuxton by the new road on the left bank of the river.

5. Major Blanshard's bridge, and afterwards Col. Pasley's, will respectively be dismantled as soon as the troops shall have marched over each, and the pontoons of which they were formed will descend the river to the neighborhood of Cuxton, where a joint bridge will be formed—one half of Col. Pasley's pontoons, and one half of Major Blanshard's, the former connecting with a wharf near Whorin's Place, on the left bank of the river—the latter with the marshes opposite; the width of the river at this place being 470 feet.

6. The troops will march over this joint bridge, after which it will be dismantled, and each officer will show any further details that he may wish to bring under the notice of the committee, or that they may desire to see.

7. Capt. Alderson, of the royal engineers, will have the charge of Major Blanshard's pontoons, as the executive officer for conducting the various operations; and Capt. Jebb, will have the like charge of Colonel Pasley's pontoons.

C. W. PASLEY, Col. R. E.  
THOS. BLANSARD,  
Brevet Major R. E.

A small plan was also appended; but as it was merely to show the local and the relative situations of the bridges, it is omitted here.

Sir Hussey Vivian, Master General of the Ordnance, accompanied by Lords Howick and Minto, Colonels Fox and Anson, and other distinguished in-

dividuals, arrived at the village of Halling about two o'clock, and were received there by Sir Frederick Mulcaster, Inspector General of Fortifications; Col. Pasley, royal engineers, and the officers composing the pontoon committee, consisting of Col. Sir Alexander Dickson, R. A., President; Colonels Adye, Sir John May, and Lieutenant Colonel Patterson of the royal artillery; and Lieutenant Colonel Harding, and Brigade Major Matson of the royal engineers.

The barge of the royal marines was in attendance on the occasion, in which all those officially engaged embarked and proceeded down the river to Woldham, to commence operations by an inspection of the pontoons proposed by Major Blanshard.

A bridge of these pontoons had already been formed, apparently extending about two-thirds across the river, leaving an interval between one extremity and the opposite shore, which interval was completed in presence of the Master General.

We were not able to obtain a detailed description of these pontoons; but, on a cursory examination, they appeared to be long tin cylinders, something less than three feet in diameter, and about twenty-two feet in length, with hemispherical ends. These cylinders were placed in the bridge, ten or eleven feet apart, and connected together by six small beams or "baulks," as they were termed, over which a roadway of planks ledged together (technically termed chesses) was laid, the edges being confined by long strips of scantling securely lashed round the outer baulks; altogether, the bridge had a very buoyant, and at the same time, substantial appearance; but the mode in which it was made was not very apparent to lookers-on, in consequence of the crowd which surrounded every part of it, by land and water. We were given to understand, however, that the principle is novel and ingenious; the bridge being made from one point on the shore, where all the materials are collected together by the successive addition of single cylinders and their portions of superstructure which are boomed out in the stream, in the proposed direction of the bridge, until the opposite shore is attained—anchors, in the mean time, being cast at intervals above and below, and the ends of the cables made fast to the bridge as it advances, to secure it in its place. The equipage for travelling we did not see; but it was stated that two cylinders with all their stores for forming twenty-one feet of bridge were packed up in a wagon drawn by four horses.

When the bridge was reported complete, a large body of troops from the garrison of Chatham, and the cavalry depot at Maidstone, which had been held in readiness in the village of Woldham, were put in movement. The infantry, consisting of the 80th regiment, a strong detachment of the royal marines, and the depôts of the 65th and 87th royal Irish fusiliers, under the command of Colonel Sir Leonard Greenwell, advanced in sections of threes, with that distinguished officer at their head, and passed over first; and after them the cavalry, commanded by Col. Brotherton, and the rear was brought up by two six pounders, drawn over by drag-ropes.

In consequence of there being no good road across the marsh to which the bridge conducted, the troops were under the necessity of countermarching and returning, which they did, but in closer order than they had passed over in the first instance.

The second operation in the programme being effected, a general movement of all the spectators took place towards the village of Halling, half a mile further up the river, where a bridge was to be established of the pontoons of Col. Pasley's pattern. We

were fortunate enough to obtain a printed description of these pontoons, drawn up and circulated on the occasion by their able inventor, which we prefer inserting in this place to risking any curtailed attempt of our own, as it will make their construction and capabilities perfectly intelligible, and obviate the necessity of any further observations on that subject.

**DESCRIPTION OF THE NEW DECKED COPPER PONTOONS, OR DOUBLE CANOES, PROPOSED BY COLONEL PASLEY.**

**1. General Description.**—Two canoes, each twenty-two feet long, and two feet eight inches in extreme width, are put together to form a raft or double canoe, being the elementary portions of the bridge. Each canoe consists of two demi-canoes eleven feet long, lashed together. Each raft carries its own superstructure and that of one bay.

**2. Construction.**—A flat deck, with a fine boat-shaped or canoe-like form, head and stern, gently curved towards the centre, where the bottom is rounded but flattish. The deck being only occasionally washed by spray is of wood. The rest is of copper, to keep all water-tight after a march in a hot sun. Each demi-canoe has one vertical partition to prevent danger, in case of a hole being made in the copper by violence, which occasionally happens.

Copper was chosen in preference to tin, after the experience of several years' pontoon practice in the Medway, with the old tin pontoons, whose bottoms were completely corroded in one season. In all situations copper is more durable than tin, and although more expensive at first, old copper has its value—old tin has none. If made of tin, pontoons of the same pattern would be considerably lighter than the copper ones; but this superiority of tin would soon come to an end by the decay to which it is peculiarly subject. Both metals are easily repaired by soldering.

**3. The Bridge.**—These pontoons, at ten feet per canoe, form an efficient bridge for cavalry (mounted) by twos; for infantry by fours, and for twelve pounders in marching order. At five feet per canoe, they form a bridge for twenty-four pounders or other heavy artillery in marching order. The superstructure of the bridge has ample stability, combined with pliancy enough to yield to the shock of barges, &c. without any of the parts breaking.

**4. Rafts for troops.**—A raft of two canoes can convey twenty-five rank and file, with officers, sergeants and drummers in proportion, over the most rapid river, under all circumstances of wind and of tide, if a tide river, to protect the formation of a bridge, which they can form afterwards. Thus, ten rafts would throw 250 men across a river, and form a bridge of 200 feet in length immediately afterwards.

**5. Rafts for heavy artillery.**—A raft of six canoes will transport a 24 pounder on a travelling carriage, limbered up, together with thirty men or more, across the Medway, and land and re-embark the gun, under all circumstances of wind and tide, with perfect ease and safety.

**6. Pontoon equipage for travelling.**—Light carts, or two-wheeled carriages are proposed, each cart drawn by two horses, to convey one canoe and its stores, forming ten feet of bridge and weighing about 15½ cwt. Similar carts to be used for conveying a few spare stores, without which no pontoon equipage is complete.

The tool carts of the royal staff corps, drawn by two horses, and carrying the same load nearly, accompanied the Duke of Wellington's army from Portugal into Spain, and from thence crossed the Pyrenees and entered France. Should any country have such bad roads that one canoe and all its stores are too much for a pair of horses, let part of the stores of each canoe be put on the spare carts before alluded to, and let the number of the latter be increased. By this arrangement the load of each cart may be diminished in any proportion judged necessary, so that the

train will be sure to travel over roads absolutely impracticable for larger and heavier carriages. From the shortness of the demi-canoes and of their stores, these carts will be able to turn any where, which was impracticable with the old pontoon carriages.

Two-wheeled carriages are unfit for taking up positions with the admirable rapidity of field batteries, and have therefore been abolished in the royal artillery. But this is no argument against adopting them for a pontoon train. In all Scotland and Ireland, and in the north of France, none but two-wheeled carriages are ever used for the purposes of agriculture or of commerce.

**7. Number of men required.**—In our pontoon exercise at Chatham, we employ one non-commissioned officer, and six men to dismount two canoes and their stores, and launch them and connect them into a raft, which they man in forming the bridge.

For instruction it is best to employ this number of men for forming the bridge simultaneously, but two men fewer per raft will do the same, only a little less expeditiously.

**8. That a much smaller number of men will suffice.**—The above exercise is not imperative. By working from one shore and bringing up the rafts successively, as in the old pontoon exercise, thirty men will be sufficient to form a bridge of this kind over the broadest and most difficult river.

**9. Time.**—When the banks are favorable for launching, these pontoons full manned may be put together and launched in a quarter of an hour, and a bridge formed in a quarter of an hour more. The bridge may be dismantled in eight minutes, and the pontoons run ashore and taken to pieces to pack on their carriages in a quarter of an hour more, wherever the bank is favorable. In the most difficult banks they can be got down or up, over a couple of baulks or chesses, and the rafts formed or dismantled on any ground where men can stand; but such ground would, of course, be avoided on service.

**10. Activity of these pontoons.**—Having seen that one of the old English tin pontoons moored near to Rochester bridge without either men or stores in it, was swamped and carried away, and that a pier of casks was forced head under water by the violence of that fine current, which has since been spoiled for such experiments by throwing two arches into one, I endeavored to attain the most perfect form for riding at anchor, which is also that for rowing. The copper pontoons have repeatedly gone up from their moorings to Maidstone, formed bridges there for the cavalry to cross the Medway, have been landed and taken to pieces on the bank—re-formed into rafts, and returned to Chatham the same day, the distance there and back being about thirty-four miles.

**11. Strength and durability.**—The first pontoons of this pattern were made of wood, not from choice but for experiment, and launched in January, 1818. The two first copper pontoons were made in 1819, and both will appear in the proposed inspection of the present year.

**12. Superstructure.**—These baulks were made narrower and deeper than those of the old pontoons, so that with equal strength they are lighter. The chesses are those of the old pontoons, mostly received in the year 1814, but reduced from two feet nine inches to two feet in width, as the former were rather unwieldy. When new, they just bore a 24 pounder, but subsequently it broke them. It is impossible that any diminution of the weight of this superstructure could be allowed, considering the wear and tear to which it is exposed. On the proposed inspection it is particularly requested that it may be borne in mind that part of the copper pontoons have been subject to the wear of eighteen years, and part of the superstructure to that of twenty-three years regular practice.

C. W. PASLEY, Colonel R. E.

Royal Engineer Establishment.

CHATHAM, June 23, 1836.



When the order was given to form the bridge at Halling, the twelve rafts that were to be employed appeared to be mixed up promiscuously among the boats close to Woldham; but getting clear of the crowd they were soon formed in two lines about twenty yards apart, stretching across the river, the rafts being at regular intervals; and in this order they pulled up, each with six oars, followed by hundreds of boats of all shapes and sizes; the troops in the meantime marching along the right bank of the river to the place where the bridge was to be established. We were particularly struck with the way which the rafts made through the water; for without any apparent effort they kept their place ahead of the boats; but if this rather excited surprise, and made us try to recollect every thing we had ever heard of "flying bridges," very few who witnessed the operation were prepared for the celerity with which they were brought to a stand-still and formed into a bridge; for the rafts were perfectly disconnected at one moment, and in five or six minutes afterwards the troops were moving over a bridge that had been formed with them.

We had scarcely time to observe how all this was effected; there was a splash of anchors, a tossing about of baulks, and a clatter of chesses, and all seemed to be over; but we believe the fact to be, that each raft of the rear division is furnished with two anchors, the stern one of which is cast before arriving at the proposed line of the bridge. The raft is then allowed to go a certain distance past that line, and the head anchor is thrown over, and then by hauling upon the stern-cable the raft is brought into her place, and each is then moored head and stern in the alignment of the bridge, having an interval sufficient to allow the alternate rafts which are in the front division to pull in between them. These distances are judged as near as may be by the eye, in the first instance, and are afterwards corrected by the arrangement of the superstructure.

The troops passed over this bridge, the cavalry by twos, mounted, and the infantry in sections of threes, in perfect good order, bands playing and trumpets sounding; and directions were then given that it should be dismantled. Some ludicrous scenes resulted from the promptness with which this order was obeyed, by which the road-way was quickly broken up, and the rafts becoming insulated, several Johnny Raws and their sweethearts, who had little cognizance of what was going on, were left as supernumeraries on the rafts, to be picked off by any body who would have them.

From Halling, the rafts went down the river towards the village of Cuxton, where, according to No. 5 in the programme, a joint bridge formed of both descriptions of pontoons was to be established, the distance being about a mile below Woldham.

Major Blanshard had also directed his bridge to be partly dismantled; but a connected portion of it, about 180 feet long, was kept together, and towed down the river. The troops in the mean time marched down the road in the same direction.

The portion of bridge of Col. Pasley's rafts was shortly afterwards rapidly executed, and connected with a wharf on the left bank of the river. Major Blanshard's long portion was towed into its place in a masterly style opposite to it, and in like manner connected with the right bank; a raft of two cylinders exactly filled up the interval in the centre, between the two; and in a very short space of time the bridge, upwards of 500 feet in length, was reported complete from end to end.

Before the troops moved over, the facility with which an opening could be made in order that the navigation of a river might not be impeded, was shown in detaching three rafts in the centre of Col. Pasley's portion, by which an opening, technically termed a *cut*, apparently sixty or seventy feet wide, was effected in a few minutes, through which the

Master General's barge pulled into a better situation for enabling him to witness the effect produced on the bridge by the passage of troops, and this cut was as quickly closed again.

The troops then moved forward much in the same order as they had done before; but in consequence of the tide having by this time fallen at least six feet, the access to the bridge was very steep, and some little delay occurred to the cavalry, from their horses not liking to face it. This, however, only afforded an opportunity for the display of their superior horsemanship, and for calling forth the intelligence and activity of the pontooners. The latter quickly applied some temporary expedients as a partial remedy, and the remaining difficulties were quietly surmounted by the former.

When the cavalry had filed over, a brass twelve pounder, on a travelling carriage, drawn by six horses, was got down the slope in perfect safety by Lieut. Tireman, of the Royal Artillery, and passed over the bridge without difficulty to the opposite shore.

Divers individuals, ambitious of showing their dexterity, or wishing to be spared the trouble of driving round by Rochester, dashed on to the bridge after the gun, in "buggy, gig, or dog-cart, curricule, or tandem." The rear was brought up by a yellow post-chay, and a motley group of pedestrians; the bridge was dismantled, and disappeared in the hubbub of every body's starting; and we observed some of the component parts of Col. Pasley's bridge on their way back to Chatham, running a good race with the best boats on the river, and leaving slow ones far behind them.

Our attention was also attracted to a long connected portion of Major Blanshard's bridge, which was towed down the river, and taken through the arch of Rochester bridge with great facility, though it appeared a hazardous operation.

The men employed in working these bridges belonged to the royal sappers and miners, who were assisted in the duty by some artillery recruits from the *dépôt* of the honorable East India Company at Chatham; and we must say we never saw a greater display of activity and zeal than they exhibited in the execution of the duties each had to perform. Their great exertions were remarked upon by all who witnessed them; and the success which attended all the operations that were undertaken must have been in a great measure dependent upon the extraordinary efforts, which never appeared to relax for a moment, though they were working under a sun that would have done justice to the tropics.

It was mentioned that these pontoons were inspected in September, 1825, by the Duke of Wellington, on which occasion a third competitor was in the field, in the person of Sir James Colleton, of the royal staff corps, who, having witnessed the signal failure of the old pontoons when formed in bridge over the Garonne, in April, 1814, by which the Duke of Wellington's army was placed in imminent danger, in consequence of their communication being cut off by the current after a part of the troops had passed over, turned his attention to some improvement in the system, and was the first officer to propose the adoption of long cylindrical buoys, pointed at the ends, to support the roadway in place of open pontoons. This sound principle, with successive improvements and modifications, is now fully developed, and seems to be perfected in the several patterns that have since been brought forward.

The pontoon which Sir James exhibited at the inspection in 1825, was a canoe-shaped cylindrical wooden one, differing but slightly in other details from those of Col. Pasley, or Maj. Blanshard. Several of these might be observed in the same bridge, and working with Col. Pasley's rafts, in comparison with which they appeared rather smaller. Captain White, of the royal staff corps, who was his assistant

on that occasion, was pointed out to us on the ground, and appeared much interested in all the proceedings.

In a military point of view, the operations of the day could not fail to be of the highest interest to all who could feel any pride in reflecting to what a point of efficiency the pontoon equipage of the army is now likely to be brought and held in readiness for future campaigns; and how much the improvements which were this day brought under notice may conduce to future success. An opportunity was afforded of remarking the comparative safety of the pontoons now proposed, over those of the old pattern, some of which were in the same bridge with Major Blanshard's cylinders; for when the troops, from an accidental cause, became crowded upon the portion of the bridge where they were, the old pontoons became immersed within a few inches of the gunwales, and, had there been a swell on the river, would have been swamped, and the bridge destroyed; but when the cylinders or decked canoes were forced down by any extraordinary pressure or vibration, they rose again the moment they were relieved from it, and no accident could possibly happen from such a cause.

We do not pretend to pass an opinion on the relative merits of the pontoons exhibited for inspection; but leave that to the committee appointed to judge of them, and to others now competent to go into scientific details, and give an opinion. But this we do know, and may boldly affirm, that, as a Yorkshireman would say, they are both of them "bad uns to beat," and, unless our eyesight deceived us, either of them may be justly pronounced a most efficient and excellent bridge for every purpose in the field; and their respective inventors, Col. Pasley and Major Blanshard, as well as Sir James Colleton, deserve the highest praise for the time and trouble they have so successfully bestowed in thus perfecting the pontoon equipage of the British service.

The ladies who graced the scene with their presence, and added so much to the picturesque, and all those who were attracted to the spot by curiosity, must have had an equal treat with others who regarded the operations in a more serious light; for, as a military spectacle, the whole had a splendid and novel effect, and the only drawback was the heat of the day, which was intense, and from which all, especially those who were actively employed, appeared to suffer greatly.

The concourse of people who were present on the occasion was immense, and the river was absolutely covered with boats of every kind and degree, from the stately barge to the humble punt. The roads were in like manner blocked up by every description of carriage and vehicle that could be thought of.

Among the spectators, we noticed the Persian Princes, Lords Chesterfield, Galway, and Brudenel, Sir H. Fitzherbert, Admirals Fleeming, and Sir Courtney Boyle, Lieut. Gen. Sir Latimer Widdington, Sir James Gordon, Sir John Marshall, Mr. Wilson, (late M. P. for the city of London) and many other individuals of rank, and officers of distinction in both services.

We add the following opinion on the foregoing experiment, by an intelligent eye witness:—

An interesting trial took place on the 1st of July, on the river Medway, between the villages of Woldham and Halling, as to the relative qualities of Colonel Pasley's and Major Blanshard's pontoons.

To your military readers the merits of Colonel Pasley's pontoons are well known, and he most certainly deserves a great deal of credit for his skill and perseverance. He seems, however, to have a formidable "rival in renown" in Major Blanshard, the extreme simplicity and portability of whose pontoons every one must admire. They are formed of tin cylinders, looking like enormous German sausages, and internally divided into compartments, so that a shot striking only occasions a leak in one compartment, and, from the cylindrical shape, it is merely neces-

sary to roll it round in the water, and place the wounded part uppermost, when the water can be bailed out. One man can roll a pontoon before him from the wagon to the edge of the water, where the pontoon bridge is formed on *your own* side of the river, and as it increases in length is pushed across; indeed when the second bridge was formed, Major Blanshard's pontoons were moved bodily down, and by fastening the lower end to the shore, were pushed out, and were by the stream moved like a door upon its hinge. As soon as it was straight across, the moorings were made fast, and every thing was complete. From the fittings, platforms, saddles, &c. of these pontoons being all uniform, they have a great advantage over the old, which were numbered 1 and 2, so that if two of No. 2 came up they were obliged to wait for a No. 1 to come up before they could go on with their bridge.

Colonel Pasley's pontoons certainly row much better; they did not appear so buoyant as Major Blanshard's when under the pressure of a 12 pounder, timber, horses, &c. sent from Woolwich to cross the pontoons. The cavalry dépôt from Maidstone, under Colonel Brotherton, and the troops from Chatham, under Lieut Colonel Pitt, the whole under that gallant veteran, Sir Leonard Greenwell, also crossed, and not only proved the stability of both bridges, but gave spirit to an enlivening scene heightened by the brilliancy of the day and the crowds attracted by so novel a sight.

I am, Mr. Editor,  
Yours &c.,

FUSIL.

**PLANT PRODUCING CAOUTCHOUC.**—Mr. Royle, in visiting the manufactory of the elastic web from caoutchouc or India rubber, which is now applied to a variety of purposes, was informed there was a difficulty in obtaining from South America a sufficient quantity of caoutchouc or India rubber, for the purpose of the manufacture, and was therefore led to point out the variety of plants and countries from which the same substances might be obtained. A communication was first read from Mr. Sievier, the sculptor, who has made the principal discoveries in the properties and the commerce of caoutchouc, by which it appeared that since the removal of the duty the importation of it had increased from 10 to 500 tons annually, and is soon expected to be 2 or 3,000 tons a year, from its various uses as articles of dress and ligatures of every kind, as well as for elastic ropes for the breeching of guns and bands for driving machinery. The earliest accounts by Condamine, Aublet, and Priestly, were alluded to; and the South American tree, yielding caoutchouc, was mentioned under the name of *siphonia elastica*, that of Panang as *uruch elastica*, and the Indian as *ficus elastica*, while other plants yield it in Madagascar, the Mauritius, Singapore, and China.

The natural families of plants to which all those yielding caoutchouc belong, were stated to be cinhorana, labeliaca, apognea, asclepiadea, euphorbiacea, and unticea, among which are *astocarpea*, all of which have milky juice, and are inconsiderable in tropical countries: there could be little doubt that many other plants of these families might be found to contain this useful substance, as well as those which are already known to do so. Besides these general results, it was observed that many of the plants of this family were remarkable for the tenacity of their fibre, which fitted them for the purpose of rope making; and that it was singular that, in the attempt to find substitutes for the mulberry leaf in feeding the silk worm; so many of the plants which they prefer, next to the mulberry leaf, should belong to families which yield caoutchouc—as the lettuce leaf, of the family of *achnacea*, in England, the leaf of *ficus religiosa*, the *astocarpea*, and the castor oil plant of the *euphorbiacea*.



in India. Considering that these facts were not likely to be accidental, the author was led to infer that something of the same kind must be contained in the juice of the mulberry, especially as it also belongs to the family of the *astocarpea*; and having requested Mr. Sievier to make the experiment, the author was informed that he was perfectly correct in his indication, as the mulberry juice also contained caoutchouc, whence it was inferred that the silk worm requires some portion of this tenacious substance in its food to enable it to spin its silk; and the fact was communicated as probably of some practical value, as well as of scientific interest. Mr. Hope subsequently remarked, that the dandelion, which had been previously noticed as yielding caoutchouc, was one of those employed as a substitute for feeding the silk worm—a striking instance of the utility of men of different pursuits meeting and discussing subjects of this nature together.

*From the Georgetown Metropolitan.*

The following very interesting incident of Indian life was written by Gov. Cass, our present Minister to France, and is published now by his kind permission. It was the practice of Gov. Cass, while on his expeditions, to record minutely all interesting occurrences, and the facts respecting the history, habits, and character of the Indian tribes, which practical acquaintance brought under the knowledge of a sagacious and inquiring mind.

By such a man, what valuable materials for an authentic history of that remarkable and perishing race, will not these documents present! We hope, from time to time, to have the high gratification of presenting further extracts to the public.

INDIAN WRITTEN LANGUAGE.—An incident occurred during a recent tour to the northwest, so rare in itself, and which so clearly shows the facility with which communications may be opened between savage nations without the intervention of letters, that I have thought it would be interesting to communicate to you.

The Chippewa and Sioux are hereditary enemies, and Charlevoix says that they were at war when the French first reached the Mississippi. I endeavored when among them, to learn the cause which first excited them to war, and the time when it commenced, but they can give no rational account of either. An intelligent Chippewa chief informed me that the disputed boundary between them was a subject of little importance, and the question respecting it could be easily adjusted. He appeared to think they fought because their fathers fought before them.

This war has been waged with various success, and in its prosecution instances of courage and self-devotion have occurred within a few years, which would not have disgraced the pages of Grecian or Roman history.

Some years since, mutually weary of hostilities, the chiefs of both nations met, and agreed upon a truce. But the Sioux, disregarding the solemn compact which they had formed, and actuated by some sudden impulse, attacked the Chippewas, and murdered a number of them. The old Chippewa chief, who descended the Mississippi with us, was present upon this occasion, and his life was saved by the intrepidity and generous self-devotion of a Sioux chief. This man entreated, remonstrated, and threatened.

He urged his countrymen, by every motive, to abstain from any violation of their faith, and when he found his remonstrances useless, he attached himself to the Chippewa chief, and avowed his determination of saving or perishing with him. Awed by his intrepidity, the Sioux finally agreed that he should ransom the Chippewa, and he accordingly applied to this object all the property which he owned. He then accompanied the Chippewa on his journey, until he considered him safe from any parties of the Sioux who might be disposed to follow him.

The Sioux are much more numerous than the Chippewas, and would have overpowered them long since, had the operations of the former been consensual. But they are divided into so many different bands, and are scattered over such an extensive country, that their efforts have no regular combination.

Believing it equally inconsistent with humanity and sound policy that these border contests should be suffered to continue, satisfied that Government would approve of any plan of pacification which might be adopted, and feeling that the Indians have a full portion of moral and physical evils, without adding to them the calamities of a war, which had no definite object, and no probable termination, on our arrival at Sandy Lake I proposed to the Chippewa chiefs that a deputation should accompany us to the mouth of St. Peters, with a view to establish a permanent peace between them and the Sioux. The Chippewas readily acceded to this proposition, and ten of their principal men descended the Mississippi with us.

The computed distance from Sandy Lake to the St. Peters is six hundred miles; and a considerable proportion of the country has been the theatre of hostile enterprises. The Mississippi here traverses the immense plains which extend to the Missouri, and which present to the eye a spectacle at once interesting and fatiguing. Scarcely the slightest variation in the surface occurs, and they are entirely destitute of timber. In this debateable land the game is very abundant. Buffaloes, elks, and deer, range unharmed and unconscious of harm. The mutual hostilities of the Chippewas and Sioux render it dangerous for either, unless in strong parties, to visit this portion of the country. The consequence has been a great increase of all the animals whose flesh is used for food, or whose fur is valuable for market. We found herds of buffaloes quietly feeding upon the plains. There is little difficulty in approaching sufficiently near to kill them. With an eagerness which is natural to all hunters, and with an improvidence which always attends these excursions, the animal is frequently killed without any necessity, and no other part is then preserved but the tongue.

There is something extremely novel and interesting in this pursuit. The immense plain, extending as far the eye can reach, is spotted here and there with droves of buffaloes. The distance and the absence of known objects render it difficult to estimate the size or number of these animals. The hunters approach cautiously, keeping to the leeward, lest the buffaloes, whose sense is very acute, should observe them. The moment a gun is fired the buffaloes scatter and scour the field in every direction. Unwieldy as they appear, they move with celerity. It is difficult to divert them from their course, and the attempt is always hazardous. One of our party barely escaped with his life from this act of temerity. The hunters, who are stationed upon different parts of the plain, fire as the animals pass them. The repeated discharge of guns in every direction, the shouts of those who are engaged in the pursuit, and the sight of the buffaloes at a full speed on every side, give an animation to the scene, which is rarely equalled.

The droves which we saw were comparatively small. Some of the party whom we found at St. Peters, and who had arrived at that place by land from the Council Bluffs, estimated one of the droves which they saw to contain 2,000 buffaloes.

As we neared this part of the country we found our Chippewa friends cautious and observing. The flag of the United States was flying upon all our canoes, and thanks to the character which our country acquired by the events of the last war, I found in our progress through the whole Indian country, after we had once left the great line of communication, that this flag was a passport which rendered our journey safe. We consequently felt assured that no wander-

ing party of the Sioux would attack even their enemies while under our protection. But the Chippeways could not appreciate the influence which the American flag would have upon other nations, nor is it probably that they estimated with much accuracy the motives which induced us to assume the character of an umpire. The Chippeways landed occasionally to examine whether any of the Sioux had recently visited that quarter. In one of these excursions a Chippeway found in a conspicuous place a piece of birch bark, made flat by being fastened between two sticks at each end, and about 18 inches long by 15 broad. This bark contained the answer of the Sioux nation to the proposition which had been made by the Chippeways for a termination of hostilities. So sanguinary has been the contest between these tribes, that no personal communication could take place. Neither the sanctity of the office nor the importance of the message could protect the ambassador of either party from the vengeance of the other. Some time preceding, the Chippeways, anxious for the restoration of peace, had sent a number of their young men into these plains with a similar piece of bark, upon which they had represented their desire.

This bark had been left hanging to a tree, in an exposed situation, and had been found and taken away by a party of the Sioux.

The proposition had been examined and discussed in the Sioux villages, and the bark which we found, contained their answer. The Chippeway, who had prepared the bark for his tribe, was with us, and on our arrival at St. Peters, finding that it was lost, I requested him to make another. He did so, and produced, what I have no doubt, was a perfect *fac similitie*. The Chippeways explained to us with great facility the intention of the Sioux, and apparently with as much readiness as if some common character had been established between them.

The junction of the St. Peters with the Mississippi, where a principal part of the Sioux reside, was represented, and also the American fort, with a sentinel on duty and the flag flying. The principal Sioux chief is named the Six, alluding, I believe, to the bands or villages under his influence. To show that he was not present at the deliberation upon the subject of peace, he was represented upon a small piece of bark, which was attached to the other. To identify him, he was drawn with six heads, and a large medal. Another Sioux chief stood in the foreground, holding the pipe of peace in his right hand, and his weapon in his left. Even we could not misunderstand, and like our own eagle with the olive branch and arrows, he was desirous of peace, but prepared for war.

The Sioux party contained fifty-nine warriors, and this number was indicated by fifty-nine guns, which were drawn upon one corner of the bark. The only subject, which occasioned any difficulty in the interpretation of the Chippeways, was owing to an incident, of which they were ignorant.

The encampment of our troops had been removed from the low grounds upon the St. Peters, to a high hill upon the Mississippi; two forts were therefore drawn upon the bark, and the solution of this enigma could not be discovered until our arrival at St. Peters. The effect of the discovery of this bark upon the minds of the Chippeways was visible and immediate. Their doubts and apprehensions appeared to be removed, and during the residue of the journey, their conduct and feelings were completely changed.

The Chippeway bark was drawn in the same general manner, and Sandy Lake, the principal place of their residence, was represented with much accuracy. To remove any doubt respecting it, a view was given of the old northwest establishment, situated upon its shore, and now in possession of the American Fur Company. No proportion was preserved in their attempt at delineation. One mile of the Mississippi, including the mouth of the St. Peters, occupied

as much space as the whole distance to Sandy Lake, nor was there any thing to show that one part was nearer to the spectator than another; yet the object of each party was completely obtained. Speaking languages radically different from each other, for the Sioux constitute one of three general divisions into which the early French writers have arranged the aborigines of our country, while the Chippeways are a branch of what they call the Algonquins, and without any conventional character established between them, these savages had thus opened a communication upon the most important subject which could occupy their attention. Propositions leading to a peace were made and accepted, and the simplicity of the mode could only be equalled by the distinctness of the representations and by the ease with which they were understood.

An incident like this, of rare occurrence at this day, and throwing some light upon the mode of communication before the invention of letters, excited in us all, as may be expected, the greatest interest. It is only necessary to add, that on our arrival at St. Peter's, we found that Col. Leavenworth had been as attentive and indefatigable upon this subject, as upon every other, which fell within the sphere of his command.

During the preceding winter he had visited a tribe of Chippeways upon this pacific mission; and had, with the aid of the agent, Mr. Taliaferro, prepared the minds of both tribes for a permanent peace.—The Sioux and Chippeways met in council, at which we all attended, and smoked the pipe of peace together. They then, as they say in their figurative language, buried the tomahawk so deep that it could never be dug up again, and our Chippeway friends departed well satisfied with the result of their mission.

We discovered a remarkable coincidence, as well in the sound as in the application, between a word in the Sioux language and one in our own. The circumstance was so singular, that I deem it worthy of notice. The Sioux call the Falls of St. Anthony, Ha-ha, and the pronunciation is in every respect similar to the same word in the English language.—I could not learn that this word was used for any other purpose, and I believe it is confined in its application to that place alone.

The traveller in ascending the Mississippi, turns a projecting point, and these falls suddenly appear before him at a short distance. Every man, savage or civilized, must be struck with the magnificent spectacle which immediately opens to his view.

There is an assemblage of objects, which, added to the solitary grandeur of the scene, to the height of the cataract, and to the eternal roar of its waters inspire the spectator with awe and admiration.

In his anecdotes of painting, it is stated by Horace Walpole, that "on the invention of fosses for boundaries, the common people called them Ha! Ha! to express their surprise at finding a sudden and unperceived check to their walk." I believe the word is yet used in this manner in England.

It is certainly not a little remarkable, that the same word should be thus applied by one of the most barbarous people to objects, which, although not the same, were yet calculated to excite the admiration of the observers.

Nothing can show more clearly how fallacious are those deductions of comparative etymology, which are founded upon a few words, carefully gleaned here and there, from languages having no common origin, and which are used by people who have neither connexion nor intercourse. The common descent of two nations can never be traced by the accidental consonance of a few syllables or words, and the attempt must lead us into the regions of fancy.

The Sioux language is probably one of the most barren which is spoken by any of our aboriginal tribes. Col. Leavenworth who made considerable



proficiency in it, calculated, I believe, that the number of words did not exceed one thousand.

They use more gestures in their conversation than any Indian I have seen, and this is a necessary result of their language.

*From the New York Star.*

**COCHRAN'S MANY CHAMBERED NON-RECOILING RIFLE.**

—This extraordinary invention of a young American, native of New Hampshire, and which is now being, for the first time, exhibited to the public, at the fair of the American Institute, Niblo's garden, deserves more than a passing notice. There are circumstances connected with it, which give it a peculiar, if not romantic interest in the history of the arts in our country. If any thing were wanting amidst the multitude of extraordinary inventions which have, for the last half-century, been recorded in the archives of our Patent office, to illustrate and establish the pre-eminent claims of our countrymen to genius of a high order, it would be that which forms the particular subject of our remarks.

Mr. Cochran's father was a lawyer, and afterwards a merchant of eminence in Enfield, New Hampshire; and the son, John Webster Cochran, was born there, and has invented the species of fire-arms in question, was brought up to no particular business. At the very early age, however, of sixteen, he discovered a strong taste and passion for mechanical experiments, and was constantly occupied in the construction of machinery, which his father approving of, unlike many other fathers, encouraged, and to further the wishes of his son, expended several thousand dollars in his behalf, in the cost of the different kinds of apparatus required.

When only eighteen he made the discovery in question, but did not perfect it until three years after. He then went to France and England, and exhibited his model cannon to Louis Philippe and William the IV. While at Paris in 1833-'34, he was requested by the Turkish Ambassador to explain it to the Turkish Minister at London, and he accordingly went to Woolwich, and performed a series of experiments before the latter personage, which gave so much satisfaction that he urged Mr. C. to visit the Sultan at Constantinople, and for that purpose provided him with the most flattering recommendations to the Court of the Sublime Porte. Mr. Cochran arrived at Constantinople, Feb. 11, 1836, was received with great distinction, and introduced to the Sultan by the Grand Vizier. His Turkish Majesty was highly pleased with the experiments made with the model, told Mr. C. he was satisfied it would be generally adopted, and requested him to cast twelve pounders on the same principle. He was provided with elegant apartments in Pera, raised to the dignity of Master of Cannon, and furnished with as many workmen as he required for the accomplishment of his task. The treatment in fact, which he received, was equivalent to that of the rank of an ambassador.

Mr. Cochran, however, finding there was no good foundry or mechanics, was obliged to undertake the work with his own hands; and though not brought up to the business of making machinery of any kind, by dint of much labor and perseverance made himself all the necessary implements, the augers, the wooden apparatus for boring with horse power, and the preparations required for procuring the proper castings. By good fortune he succeeded entirely to his wishes, and cast and bored three cannon, two of one pound each, and the third a *twelve pounder*, which last was finished in a style as perfect as he could have desired. On the 14th September following, he proved this last piece to his entire satisfaction, in the presence of all the chief officers of the Turkish Government, who were delighted with its execution, and made a highly flattering report to the Sultan. He fired it off in the presence of those officers to their utter astonishment 100 times in fifteen minutes. The Sultan when he heard of it would scarcely believe it, and directed Mr. C. to perform the same experiments in his presence. The most extensive preparations were accordingly made for this important trial, which was to take place at Tarache, on the European side of the Bosphorus.

No less than 3,000 troops were assembled at this spot. The Sultan at the hour appointed came over from his summer residence on the Asiatic shore, rowed in one of his splendid *caïques*, and preceded by a long line of

other boats of the same description. The one which announced the approach of the Sultan was manned by 40 oarsmen, and came with even more lightning speed than that in which his august highness himself was seated. As the latter was seen nearing the wharf, Mr. Cochran at the suggestion of Halil Pacha, the Sultan's son-in-law, and commander-in-chief of the land forces, fired off a salute of 21 guns, (the customary number,) with the experimental cannon, which consumed less than two minutes, and struck the assembled multitude with the utmost amazement.

As the Sultan at this moment stepped on the wharf, Halil, accompanied by the Grand Vizier, and other dignitaries ran to his majesty, and the former, making the usual salaam of kissing the Sultan's foot, announced to him with feeling of exultation that could scarcely be repressed, the wonderful success of the machine cannon, as they appropriately named it. The Sultan arrived at his tent, then sent for the *master of the cannon*, the title which was given to Mr. Cochran, and after a short conference with him, in which Mr. C. conversed chiefly in the Turkish language, which he had partially acquired, the Sultan renewing his expressions of kindness, requesting him to perform the experiment in his presence. His majesty placed himself within a few feet of the piece, and Mr. Cochran commencing rather sooner than was anticipated, the Sultan, then with his back towards the cannon, was somewhat startled at hearing the explosions suddenly succeeding each other with such inconceivable rapidity. The cannon was fired 100 times as before in 15 minutes, during which the barrel acquired 650 deg. of heat, while the revolving cylinder which contained the charges was comparatively cool, being only 250 deg. of temperature. The Sultan's exclamation expressive of his delight was "God save the Americans—if such boys as you (Mr. C. being then but 21) can invent such things, what can your men do!"

He then asked him for the bill of expenses, and being told by Mr. C. it was left to his own pleasure, he went the next day at the request of the Sultan to visit him at his palace. The bag of gold he there received was truly an imperial present, and enough to make his fortune. The amount would scarcely be believed should we name it, and we do not feel ourselves authorized to specify the sum more distinctly, than may be inferred from what we have said.

Mr. Cochran soon after returned to America, with an understanding that he should have a contract for supplying a large number of cannon of the pattern exhibited, whenever it could be agreeable to him to execute it.

These advantages of Mr. Cochran, yet a youth, seeking in a foreign land that patronage and encouragement which were the proper measure and appreciation justly due to his pre-eminent talents, and which it is lamentable to be obliged to confess, his own countrymen would not have bestowed upon him, recall the similar examples of West, Fulton, Perkins, and others, and are calculated to reflect discredit upon our national reputation, inasmuch as Americans ought to be the first to reward those inventive powers, which are so emphatically characteristic of, as well as honorable to, the genius of our people.

**Description of the Invention.**—The invention of Mr. Cochran is adapted to every species of fire-arms. The articles at present being exhibited by him at the Fair, are a model cannon, similar to that experimented upon before the Turkish Emperor, and a rifle complete, which we shall now proceed to describe. He has fired this rifle 1,200 times, 500 of which discharges were in rapid succession, and without producing any expansion whatever in the chambers of the cylinder, or giving it a greater temperature than 100 degrees of Fahrenheit. As many as 2,000 discharges are required before the rifle will have been properly tested after the rule of the War Department. Mr. C. is ready at any time to fulfil this complement and go beyond it. This afternoon he will fire it at Niblo's garden 500 times in succession. The cylinder is a solid piece of iron, revolving in the plane of the barrel, and occupying a position directly at the base of the barrel which it is in close contact with. The dimensions of the cylinder are in a diameter of about 4 inches, and in thickness seven-eighths of an inch. There are in this one, nine open chambers for the charges, which chambers are perforated upon the periphery and converge like the radii upon the centre. The cones on which the percussion caps are placed form another series

of radii concentric and within the circuit of the chambers—a solid metallic partition dividing all the caps from each other. Each cone for the cap communicates with its appropriate chamber, and opens in the centre of the chamber, so that the whole charge of powder is ignited at once, by which the explosion of all the powder is made in one-half the time of ordinary rifles, and therefore so much the more force given to it, and consequently a much less charge is required—the weight of the charge being only *one grain and a half*. As each chamber in its revolution comes in an exact line with the tube of the barrel the cock strikes the percussion cap and the explosion takes place instantaneously. The chambers, as they successively come into a line with the barrel in the revolutions of the cylinder, are momentarily retained firm in this position by the *regulation dog* connected with the cylinder where it joins the breech, and the pin of which dog catches in the small perforations made at equal distances for its reception. Nor can the cock strike the percussion cap until it is in exact position, for if the chamber is not in its proper place, the socket into which the hammer of the cock falls has presented to it only the metallic partitions between the cones, and therefore on striking these no explosion can take place. Nor can any accident happen from explosions of the other chambers contiguous to the one in connection with the barrel. Such an accident never did happen with this rifle, and if it should, the direction of the chamber is such that their charges would do no mischief. Nor can the flash of the powder in the chamber in a line with the tube of the rifle be communicated to the other chambers, as the joint of the cylinder where it comes in contact with the barrel is so close that it is air-tight, and will not permit of such extension of the ignited powder. The charge of one grain and a half of powder requires a size of ball of 50 to the pound, and the force is sufficient to perforate eight boards each of one inch thickness at the distance of 60 feet. The arrangement of the balls is another beautiful and ingenious invention.

Their diameter is exactly fitted to the chamber, but larger than the diameter of the tube of the barrel by an increment equivalent to the depth of the spiral creases on the inside of the tube; so that no patch is required as in other rifles, for it is forced into the tube of the barrel and exactly fitted to it by becoming compressed into a cylindrical shape, and its sides grooved by the creases of the barrel, whereby it is kept firmly in its course and moves steadily and with such precision and so closely wedged that there is no *windage* can get before the ball and give an irregularity to its motion—a serious inconvenience to which all other rifles are liable. The aim of Mr. Cochran's rifle, therefore, is always deadly and sure. By this arrangement there is another additional power required, for you have the entire force of the charge behind the ball until it leaves the muzzle, and in the same proportion is the velocity augmented, and therefore, a less charge required on this account as well as on account of the manner in which the percussion cones communicate with the chambers as already stated. The creases of the barrel, as we before said, keep the ball exactly in its place throughout its course to the muzzle, whereas, the patch, always used in ordinary rifles, is constantly liable to tear, which causes the irregularity of the ball's motion, and defeats the very object for which rifles were intended. The manner in which the percussion cones communicate with the middle of the chambers causes the powder to explode in one-half the time it would if the ignition took place at the end of, and posterior to, the chamber.

As an evidence of the accuracy and effectiveness of this rifle, Mr. Cochran related a bear hunt, in which he took part a few days since, on the Moose mountains, in his native State of New Hampshire. He fired at the animal with the rifle now at the exhibition, and lodged nine balls in his brain while he was under full way, at the distance of some four or five rods from him. The bear was brought to the ground and the nine balls recognized and identified from the others lodged near them, by the grooves made in them by the creases of the tubes and by their cylindrical shape. His brother sports men who had until then deemed themselves in possession of good sporting pieces, expressed themselves in raptures at the superiority of their young countrymen's magic rifle.

Another remarkable property in this rifle is, that it has not the least recoil whatever, so that there is not the slightest jar or irregularity in the direction.

The rifle will be fired at Niblo's 500 times in succession this afternoon. The patent right for the rifle and pistol for the United States, has been sold by Mr. Cochran to the trustees of a company in this city for \$300,000. Richard & Richardson, No. 41 South street, are the agents for the company, and have a large manufactory at Springfield, Massachusetts, and are selling the rifles faster than they can make them.

Col. Bomford, at the head of the ordnance department, U. S. army, who was present at the Fair, was so much pleased with Mr. Cochran's rifle, that he ordered him to make one and bring it to Washington for experiment.

*From the New York Spectator.*  
MILITARY.

**TRIBUTE OF RESPECT**—The Second Regiment (Washington Guards) New York State Light Infantry, under the command of Colonel Cummings, in parting with their late commandant, Victor B. Waldron, Esq., were desirous of manifesting to him on his retirement, some token of their esteem and admiration, which, by the unanimous voice of the regiment, was determined to be a pair of Silver Pitchers.—Knowing that it was the intention of the Governor to be present at the review of the military on the 18th instant, and to review the third brigade, under the command of Brigadier General John Lloyd, to which the second regiment is attached, application was made to his Excellency to present the memento to Colonel Waldron on that day—to which he was pleased to tender his willing acquiescence. Under these circumstances the regiment was paraded in front of the Governor's marquee, where, in presence of a number of general and staff officers of the artillery and infantry of the city, his excellency presented in the most happy manner the regimental memento.

Colonel Waldron, sir, I am requested by the members of the Washington Guards to perform the pleasant duty of presenting for your acceptance this splendid pair of Pitchers, as a token of the high regard they entertain for you as a soldier and gentlemen. From the evidence I this day see in the appearance of the regiment, (of which you were one of the original formers, and for some years past the commandant) I feel confident the compliment is fully merited, and cannot but join in their regrets that circumstances of a private nature should render it requisite that you should be absent from the city for the winter, and that the service should be deprived of the exertions of an officer who has so ably discharged his duties for the last twenty years. I can only add, that being fully convinced that the only safeguard of our republic is in our citizen soldiers, I am ever happy to award to merit that which is justly due, as an inducement for others to do likewise. You will please to accept the assurance of my regard.

Colonel Waldron, under strongly excited feelings, replied:

Sir—Permit me to express my thanks for the very polite manner in which you have conveyed the sentiments of my former military associates, and at the same time their valued present, which I accept with much pleasure, not so much for its intrinsic value, as the intention. In a republican government, no one can doubt that a military organization of its citizens is essential for the protection of its constitution and laws; but, unfortunately for the kindlier feelings of our nature, all military associations are, and must necessarily be, despotic. With a knowledge of this fact, I have no doubt but in the strict discharge of my varied duties for the last twenty years, there may have been some who have felt themselves aggrieved.

Should such be the case, I can only ask them to attribute it to the head, and not to the heart, as I have ever endeavored to act to the best of my judgment in the conscientious discharge of my duties. The gratifying evidence that I have this day received of the esteem of the members of the corps is materially alloyed from the fact that it severs an association with those whom I shall ever hold dear in remembrance; but assure them, that having been a member of the Washington Guards will ever be a passport to my friendship.

You will, therefore, sir, please present my sincere thanks to the members of the regiment, and accept for yourself my sincere regard.



WASHINGTON CITY ;  
THURSDAY,..... NOVEMBER 3, 1836.

By officers of the army just arrived in this city from Florida, we learn that a very tragical affair occurred at the encampment near the old site of Fort Drane, on the 18th ult.

Capt. JOHN F. LANE, of the 2d regiment of dragoons, had arrived that day with his command, consisting of 690 friendly Creek Indians, and 90 regular troops; he had complained several times on the march of an oppressive pain in the forehead, and it was thought that he exhibited some symptoms of insanity.

On the day of his arrival, however, he appeared to be in good spirits, and conversed freely with the officers; while in Captain Galt's tent, he again complained of the severe pain in his forehead. He soon after retired to his own tent, and when some persons entered, they found him reclining on his knee, with his sword pierced through his right eye, so as to penetrate the brain; he lingered about half an hour.

No cause can be assigned for the act, other than a supposition that the responsibilities of his station, and the fatigues of the march, had produced an inflammation of the brain.

Captain Lane was much respected by his brother officers, and possessed the entire confidence of Gen. Jesup, who conferred upon him the important and responsible command of the friendly Creeks.

**PONTON EQUIPAGE.**—In our last paper we gave the reports of two boards of officers, upon experiments made with the ponton bridge, invented by Captain J. F. Lane, of the U. S. army; and in the present number we have copied an article from the United Service Journal for August, giving an account of the exhibition of two different descriptions of pontoons on the river Medway.

The decided superiority of the invention of Captain Lane over the English improvements, may be seen at a glance.

The pontoons and cordage for the entire bridge of Captain Lane, sufficient to cross a deep and rapid river of 350 feet width, were easily conveyed to the place in a single wagon; the English account boasts that a portion only of the apparatus sufficient for forming *twenty-one feet* of bridge was packed up in a wagon drawn by four horses! To transport, therefore, the apparatus on the English plan, to construct a bridge of 350 feet, would require 17 four-horse wagons—while the whole of Captain Lane's was conveyed in a single wagon.

Again, to form a bridge of 350 feet on the English plan, requires 16 canoes of 22 feet each, and seven men are employed to manage two canoes; thus calling for 56 men, although it is said that 30 will be sufficient; Captain Lane's bridge is simple, and the entire equipment is capable of the utmost facility and rapidity of use, and may be manœvered and secured by a few men.

American ingenuity has achieved another triumph,

and laid the military community under additional obligations.

As Captain Lane's bridge is formed of India rubber pontoons, we have extracted from some English publication, as germane to the subject, an account of various plants which produce caoutchouc.

It is to be lamented that the early and distressing death of Captain Lane should have occurred before he had seen his invention generally used, as well in this country as in England.

The Revenue Cutter Dallas was wrecked at Tampico bar, on the 22d September. Captain F. Green, Lieutenants Harby and Buford, Pilot R. Williams, and the crew of the Dallas, have arrived at New Orleans in the schooner Creole, from Tampico. The Creole brought also the sails, rigging and armament. One of the crew of the Dallas died from fatigue and exposure on the wreck, and one was left at Tampico, dangerously ill, in charge of the American Consul.

The New Orleans Bulletin says, that all the blame is attached to the Mexican pilot who had been on board some time previous, and who assured Capt. Green that there was sufficient water on the bar to admit the Dallas to pass with safety; but, to the utter dismay of all on board the cutter, with a light leading breeze struck in six feet water when there was full eight feet in the channel. She then swung about, and rolling down upon her side, drifted into four feet water, where the pilot jumped overboard and ran away, leaving the Dallas' crew to relieve themselves in the best possible manner.

The company of the cutter immediately landed her armament, sails, and rigging, which were put on board the schr. Creole; the effects are to be sold, we presume, for the benefit of those concerned.

**RAPID TRAVELLING.**—An instance of the great facilities afforded for rapid travelling by means of railroads and steamboats, has recently come to our notice.

Two officers of the army left Garey's Ferry, Black Creek, Florida, on Saturday, 22d ult. at 8 o'clock, P. M. passing through St. Augustine, St. Mary's, Savannah, Columbia, S. C., Charleston, Norfolk and Richmond—and arrived a Washington on Tuesday morning, 1st inst. at 4 o'clock, making but nine days from the time of their departure until their arrival here.

They were detained one day at Columbia, and may be said to have performed a journey of over 900 miles in eight days.

An extensive fire occurred at Newark, N. J. on the night of Friday last. Fifty houses, and property to the value of \$200,000 were destroyed. The fire was accidental, having originated from some defect in a fire place or stove, in Mr. Ward's store.

Several buildings were blown up, under the direction of Lieut. Gedney, of the U. S. surveying schooner Jersey, and Lieut. J. D. Williamson, also of the navy; both of these gentlemen came from Elizabethtown for the purpose of rendering all the aid in their power. Their exertions are highly spoken of by the citizens of Newark.

## EDITOR'S CORRESPONDENCE.

U. S. SHIP CONCORD,  
Pensacola. Oct. 17, 1836.

"Since my last, we have been busily engaged, preparing for another cruise; so that it appears we are not to eat the bread of idleness.

"An important change has taken place. Captain Mix assumes the command of the frigate Constellation, attended by Dr. T. A. Parsons, Mid. W. M. Caldwell his aid, G. T. Sawyer, Captain's clerk, his boat's crew and servants.

"Commodore Dallas hoists his flag on board this ship, attended by his staff. Surmises are numerous as to our destination; the current report seems to be that we shall touch at Tampa Bay, Key West and Havana, and wind up with a cruise among the windward islands. It is likely we shall not return until some time in December.

"The schooner Grampus arrived here last night from New Orleans, and will accompany us. Lieut. Howard has rejoined the ship, and Passed Mid. Bartlett has returned home.

"The Government steamboat American has gone to New Orleans for repairs."

The following extract of a letter from an officer of the army, is not from the same source as that published in the Chronicle of the 22d September.

"CAMP SABINE, LA. Oct 6, 1836.

"Gen. Gaines is at Natchitoches, and will leave in a few days for Mobile. He has ordered five companies of the 6th and two of the 3d infantry to return to Fort Jesup. Major Thompson, commanding the 6th, is to remain at Fort Jesup. Brevet Major Riley, of the 6th, is ordered with three companies of the 6th to take up a position near the Sabine, about 90 miles N. W. from this camp. Brevet Major Belknap, of the 3d, with two companies of the 3d and two of the 6th, will occupy Camp Sabine.

"This frontier is perfectly quiet. No Indian disturbances, and none likely to take place. The Indians are few in number, quietly pursuing their avocations, and in my opinion dare not molest the frontier settlements of Louisiana; and it is believed that they have never entertained an idea of the kind. A thousand stories have been circulated to the prejudice of the Indians, which have proved false. On this frontier, a man would be considered very credulous, who should regard the reports that daily come from Texas."

## ITEMS.

The Secretary of the Navy, who has been indisposed for two or three weeks, has recovered so as to attend to business again at his office.

JOHN D. SIMMS, Esq., has been appointed second clerk in the office of the Secretary of the Navy, vice Col. C. Andrews, appointed paymaster in the Army.

The frigate Macedonian was to have been launched at the navy-yard, Gosport, Va., on Tuesday last.

The Naval Medical Board of Examination is now sitting in Washington.

Paymasters R. A. Forsyth and T. P. Andrews left Washington a few days since for duty with the troops in Florida.

The brig Columbia arrived at Norfolk, from Boston, on the 20th ult., with 74 men for for the North Carolina.

Gen. Gaines arrived at Mobile on the 12th ult.

## ARRIVALS IN WASHINGTON.

Oct. 27—Capt. E. K. Barnum, 2d inf'y, Fuller's.  
Col. George Talcott, ordnance, Gadsby's.

31—Lieut. T. Stockton, 5th inf'y, Fuller's.

Nov. 1—Lieut. J. Pickell, 4th art'y, Gadsby's.

Lieut. A. M. Mitchell, 4th inf'y, Gadsby's.

Lieut. L. A. B. Walbach, 1st art'y, do.

## LETTERS ADVERTISED.

Washington, Nov. 1, 1836.

ARMY.—Lieut. J. E. Blake, Lieut. J. W. Barry, Capt. A. Canfield, 2, Lieut. Z. M. P. Maury, Lieut. J. N. Macomb, Major A. A. Massias, Dr. Burton Randall, 2, Major D. Randall.

NAVY.—Lieut. L. M. Goldsborough, 2, Capt. John Gallagher, B. F. Sands, 2.

MARINE CORPS.—Lieut. H. N. Crabb, Capt. Wm. Dulany, Captain James Edelen, 2, Lieut. A. H. Gillespie.

## COMMUNICATION.

## THE LATE LIEUTENANT LINDEN.

CAMP SABINE, LA. Sept. 30, 1836.

At a meeting to day, of the officers of the sixth regiment of infantry, stationed at this post, assembled to pay a tribute of respect to the memory of Lieut. HENRY ST. JAMES LINDEN, late of this regiment, Major A. R. Thompson was called to the chair, and Lieut. A. Cady appointed Secretary.

On motion, Capt. Noel and Lieuts. Brooke and Williams, were appointed a committee to prepare resolutions expressive of the feelings entertained by the officers here assembled, on the melancholy occasion, which has brought them together at this time.

The committee submitted the following resolutions which were unanimously adopted:

Resolved, I. The members of this meeting have received with deep regret, the intelligence of the death of Lieut. HENRY ST. JAMES LINDEN, of the sixth regiment of infantry. His long separation from his brother officers, occasioned by his sickness, and accompanied by suffering greater than usually falls to the lot of humanity, has not dimmed the recollection of his good qualities as a soldier, the mild urbanity of his manner, the accomplishments of his mind, and the goodness of his heart.

II. That in token of regret for his death, the members of this meeting wear crape on the left arm for thirty days.

III. That a copy of the proceedings of this meeting be forwarded to the relatives of the deceased, as an expression of the deep sympathy of the officers of the regiment, in the loss they have sustained.

IV. That a copy be forwarded to the editor of the Army and Navy Chronicle for publication.

ALEX. R. THOMPSON, Major 6th inf.

B. RILEY, Major U. S. Army.

GEORGE C. HUTTER, Capt. 6th inf.

J. V. SWEARINGEN, 1st Lieut. 6th inf.

J. S. WORTH, 1st Lieut. 6th inf.

G. DORR, 1st Lieut. 6th inf.

F. J. BROOKE, 1st Lieut. 6th inf.

R. SEVIER, Lieut. 6th inf.

W. HOFFMAN, 2d Lieut. 6th inf.

A. CADY, 2d Lieut. 6th inf.

J. S. WILLIAMS, 2d Lieut. 6th inf.

JNO. CONRAD, 2d Lieut. 6th inf.

J. P. CENTER, 2d Lieut. 6th inf.

J. P. HARRISON, Bt. 2d Lieut. 6th inf.

W. H. DE FOREST, Bt. 2d Lieut. 6th inf.

THOS. L. BRENT, Bt. 2d Lieut. 6th inf.



## DOMESTIC MISCELLANY.

## THE EXPLORING EXPEDITION.

*What has become of the South Sea Expedition?*

There was at least one law passed at the last session of Congress, which commanded the undivided respect of men of all parties. It was an act for national purposes, having the national honor in view, and it was gratifying to observe, that upon this great subject, men of opposite political feelings and prejudices, could meet and act in concert. The passage of that law was hailed by the whole people of this country, as an act of legislation of which they might well be proud. We doubt whether, in the history of legislation, an act can be produced, which secured, to a greater degree, the good opinions of the people, than the law to which we have referred. It was indeed gratifying, that amid the rivalry of conflicting interests and the clash of contending parties, there was at least one point where we might all meet and agree, where party asperity was lost in the consideration of national welfare, and where the desire of advancing our country's reputation, triumphed over the interests of the hour.

The act referred to authorized the fitting out of the expedition on the most broad and liberal plan, and it was publicly expressed and understood at the time, that the President had entered into the matter, with the warmest feelings, and was determined, that so far as his influence extended, it should be carried into effect on a scale worthy its high objects. For ourselves, we were from the beginning, ardent advocates of this expedition, and we believe we were among the first that brought it before the attention of the public. Be that as it may, it is enough that we have among our colleagues of the press, ardent and able advocates of this great national enterprise, and we are convinced that neither the press nor the people will be satisfied until it has been carried into successful execution.

The question "what has become of the South Sea Expedition," has been suggested to us by a pamphlet just published by the Harpers, containing a vast mass of important matter in reference to this undertaking. It consists of the able address of Mr. J. N. Reynolds, delivered last winter at Washington, a number of letters from scientific men, a series of memorials to Congress on the subject of the expedition, and a number of reports made by Mr. Reynolds, at the request of the naval committee of the House of Representatives. The whole constitutes a large pamphlet of three hundred pages, and we have seldom perused a more interesting document. It is now, we believe, before the public, and the judgement of that tribunal will soon be passed upon its contents. We are satisfied that it will meet with unqualified approbation.

We have seen various accounts of recruiting stations for the purpose of engaging seamen, of vessels being on the stocks, or launched, that were to be part of the expedition, and of agents sent to Europe for the purpose of obtaining the proper instruments, &c. &c.—In the correspondence annexed to the able address to which we have referred, it is stated, that to prepare the expedition on the most extensive scale, not more than four months are requisite. These four months have passed by, and yet we have no evidence that the expedition is ready—or near ready to set sail. It may be, that the Secretary of the Navy has determined that the expedition shall be fitted out on a more extensive scale than was contemplated either by Congress or the President, and that a far greater period of time for preparation is necessary than was at first contemplated. If such be the case, no one will complain of the delay. We only ask, as journalists, why the expedition has been so long delayed.

We shall speak again, in a day or two, in reference to this noble enterprise. It was sanctioned at the first

session of the present Congress, and we hope that it may be able to start without the necessity of calling on the quickening influence of the next session. We would have it, in all respects, worthy of the country, and we believe that Congress, the President and the people—of all parties—desire that it should be equal, if not superior, in all respects, to any similar expedition ever fitted out by any nation in the world. It seems to us, (though we confess that we speak without the book) that the preparations thus far, have been somewhat tardy. If it requires the public voice to awaken them, that voice will be raised, without distinction of party, throughout the land. Never was a project more popular, nor more worthy of popularity. Never was an undertaking suggested, more likely to foster individual enterprise and national honor.—*New York Times*, Oct. 24.

*From the Pennsylvanian, Oct. 25.*

The Messrs Harpers of New York, have just published a volume of 300 pages, on the Pacific ocean and South sea exploring expedition by Mr. J. N. Reynolds, who has endeavored for so many years to awaken public attention to the propriety of this undertaking. It is extremely pleasant, in the midst of party contention, and the perpetual strife of opinion on governmental affairs, to light upon something on which all parties seem to unite. The feelings in favor of the projected voyage, for which liberal appropriation was made at the last session of Congress, appears to be universal among all men of talent and ability, and we venture to predict, that, in future years, the exploring expedition will stand forth in strong relief as one of the brightest ornaments of the present administration. Its result under the judicious government of those in whose charge it is placed, cannot fail to prove of incalculable advantage to the country; and its annals, made public in the liberal manner in which they are intended to appear, if we are correctly informed of the views of the Executive, will long remain a monument of national glory.

It is generally believed and confidently hoped, that the organization of the scientific corps attached to the expedition, will be consistent with the republican principles of our institutions, and that, instead of a few copies designed for international presents, and the supply of the libraries of capitol cities, the edition of the great work, which must necessarily grow out of such a grand undertaking, will be made accessible to all learned individuals and societies, and to citizens generally, at the expense of government, and at a rate altogether disproportionate to the cost of production.

The work of Mr. Reynolds furnishes most ample proof of the very great importance of the proposed expedition to the agricultural as well as the merchantile and manufacturing portions of the community. The propriety of an overawing force in protecting the lives and liberty of thousands of citizens, and the safety of millions of funds now constantly endangered in the fishing and fur trade, and in the double voyages to India,—interests of almost incalculable extent—is so universally acknowledged that we have been surprised to hear objections urged against the employment of a large vessel in the squadron of exploration.

If the purposes of the Expedition were purely scientific, these objections would be obviously reasonable: but if the reclaiming of captives from among warlike islanders, and the suppression of mutiny and crime among our seamen, be included in the design, it is certainly desirable that the force employed should be sufficient to frown down all opposition, and thus prevent unnecessary effusion of blood. If a weak and inefficient armament be equipped, it is not probable that its operations can be effected without occasional struggles, or if these be avoided, it will be at the expense of failure in important observations.

The public mind is strongly excited on the subject of this voyage, and Mr. Reynolds has conferred a favor

by the publication of his address, with the numerous documents appended to it. He has succeeded, at the same time, in proving how valuable his own proper services will be in the special department which it is understood that he will assume.

It is believed that the liberality of government in carrying into operation the entire plan of the expedition, will be proportionate to its importance, and proportional to that liberality will be the usefulness and popularity of the voyage.

*From the Baltimore American.*

The zeal with which the British government and nation have from time to time promoted voyages of discovery, under the direction of men of talents, experience and observation, has commanded the approbation of the world at large, and led to results highly advantageous to the interests of commerce, as well as eminently conducive to the advancement of science. Not only has individual enterprise been warmly enlisted in behalf of expeditions to explore distant seas and remote countries, but the patronage of the crown has, on frequent occasions, been extended to those whose love of knowledge and desire for the enlightenment of their kind have led them to undergo hardships, and submit to privations that the field of human knowledge might be enlarged, and the blessings of civilization extend to those who have heretofore been surrounded by mental darkness and degrading superstition. The example thus set, not only by England, but by France and other European nations, had, as was believed, aroused our own National Legislature to the importance of such enterprises, in a national point of view, in connection with the extension of our commercial relations. As one of the consequences of this conviction a law was passed at the last session of Congress, providing for the equipment of an expedition to explore the South sea, in regard to the importance of which to the interests of our commerce, the able and persevering researches of Mr. Reynolds had excited public curiosity. At the time of its passage, the law referred to was hailed with acclamation by all who felt concerned for our national advancement and prosperity, without distinction of party.—The feeling which attended the movement of Congress on this subject was one as lofty and noble as it was general, and men of all classes united in giving it their most hearty and zealous approbation. How a sentiment so universal and warm in its character, could have been permitted to subside, or at least remain inactive until the present moment, we are at a loss to imagine, unless it be owing to the attention of the public mind being drawn to matters affecting individual interests more immediately. That such has been the case is much to be regretted, and furnishes additional reasons for future activity in a matter that touches so nearly our character as a people entertaining views not circumscribed by the boundaries of our Union, but extending themselves in a spirit of generous and liberal enterprise to the most distant parts of the habitable globe. To arouse and stimulate this feeling, the address of Mr. Reynolds, from which we published a short extract a day or two since, comes in most opportunely, and by the very satisfactory details contained in the correspondence and documents by which it is accompanied, holds forth the most powerful inducements to carry out the views of Congress in relation to the subject of which it treats. Preparations have, we believe, for some time past been in progress for an effective exploration of the South sea, and the vessels designed for the expedition are being fitted out in a manner to render them best adapted to the service in question. Although delay is thus encountered, the eventual efficiency of the expedition will compensate for the want of promptness, and we may expect that if more time has been expended, the results will be of greater consequence than could have sprung from a precipitate and incomplete action

in the matter. We sincerely hope that the future will prove this to have been the case, and that, when the preliminary measures shall have been completed, this first essay, of the kind, on the part of our government in the cause of science and commerce will be crowned with a consummation which will add to the wealth and redound to the honor of our country.

The following paragraph, on this subject, came under our notice after the foregoing article was in type:

"We are informed that Lieutenant Wilkes, of the navy, who recently went to England for the purpose of purchasing instruments for the South sea expedition, has met with a highly flattering reception. The law authorizing the expedition has commanded the admiration of the scientific men of Great Britain, and they are loud and warm in the commendations of the liberal minded and enlightened policy about to be carried into effect by our government. The just expectations, not only of the people of this country, but of the scientific men of England, must not, and we are sure will not, be disappointed."—*N. Y. Times.*

**MUTINY ON BOARD SHIPS.**—The circuit court, at its recent term, in Boston, have disposed of several cases of mutiny on ship board, and there are several others to be tried. On Monday last, the crew of the brig Angola were brought up to receive their sentence. The court embraced the opportunity to make some general remarks in relation to the frequent occurrences of such cases of late years. The evidence in the case of the prisoners was clear. They had taken the law in their own hands for half an hour, without much violence, when one of them was carried below, and fastened by a chain to a bolt in the floor, in the pantry, the chain being so short, (14 inches,) as not permitting him to stand up at all, nor to sit down, or lie down in a comfortable posture, for twenty-one days and nights. Judges Story and Davis, both made many excellent remarks upon the conduct of the sailors, and also, upon that of the Captain and Mate, and was severe upon both. Submission on one part, and discretion, mildness, and good treatment on the other, were enforced. Judge Story observed, that he had been much astonished in the course of these trials for a few years past, at the want of care, the want of judgement, the want of prudence, on the part of the officers of ships. In this very case, the irritation and difficulty grew out of bad provisions, &c. There was a plenty of good Boston beef on board, but the crew had too good appetites, and ate too much of it. Stinking beef was bought in Trieste, to save the good beef; it shrunk in quantity and was disagreeable in quality: the crew remonstrated, and were answered sharply. They were irritated and dissatisfied, and difficulties arose. The Mate swore that the Trieste beef was also served in the cabin, but on cross examination he admitted they had bacon and eggs in the cabin, which the crew had not. The sailors had a mitigated punishment, a fine of five dollars and short imprisonment.

#### PASSENGERS.

**CHARLESTON, Oct. 25**—per steam-packet Dolphin, from Black Creek, via St. Augustine, St. Marys, and Savannah, Col. B. K. Pierce, Capt. G. Porter, Lieuts. Pickell, Irwin, J. A. Smith, Herbert, Mitchell, Dr. W. Maffit, U. S. A., Major Gordon, Capt. Frierson, Lieut. Shegall, Lieut. Cranshaw, Lieut. Coleman, Messrs. Wright and Brown, of the Tennessee volunteers, Messrs. H. Roper, D. J. Little, and F. Collier. The above officers and privates belonging to the forces now in Florida will return in the Dolphin.

**NEW ORLEANS, Oct. 16**—per steamer Levant, from Natchitoches, Capt. G. Wright, 3d inf'y, lady and two children.

**SAVANNAH, Oct. 22**—per steamer James Boatwright, from Black Creek, Lieut. W. H. Betts, of the army.

**MOBILE, Oct. 13**—Per steamer Watchman, from Pensacola, Passed Midshipman F. Bartlett, of the navy.



*From the National Intelligencer.*

The highly respectable source of the subjoined communication gives it a right to a place in our columns:

*Questions respectfully addressed to the Attorney General of the United States.*

1st. Has the President of the United States authority, under the constitution, or by law, to appoint *any person*, other than an officer of the army, or of the militia, to command an army in the field?

2d. Has R. K. Call, Governor of Florida, any *military* commission? If so, of what rank?

3d. By General Order, No. 34, dated 26th May, 1836, signed "by order, (quere, by whose order?) R. Jones, Adjutant General," Governor Call is authorised to take command of the regular troops of the United States, "and of the militia serving in Florida." Is this a *lawful* order?

4th. If it be assumed, that by virtue of Order No. 34, Governor Call is now in the *military* service of the United States, in what grade of rank is he entitled to pay?

5th. If his rank be assimilated to that of major general, can he lawfully command Major General Jesup? If to that of brigadier general, can he exercise authority over any brigadier of the army?

[NOTE—Art. 98, Rules and Articles of War.]

6th. Should Governor Call issue unlawful orders, or be guilty of any other misconduct, can he be held amenable to any military tribunal? In other words, can he be tried by court martial?

7th. Has Governor Call, supposing him *de facto* in command of five thousand men in Florida, any *lawful* authority to appoint a court martial? [Art. 65.]

8th. If a court martial appointed by him were to sentence a deserter to be flogged or to be shot, and the sentence to be executed, would not Governor Call, and all concerned, be liable to prosecution for murder in one case, and for damages in the other?

9th. If it be held lawful to place Governor Call in command of the troops of the United States, in virtue of his commission as Governor and commander-in-chief of the militia of Florida, can he be authorised to command any officer of the army of higher rank than the highest militia officer known to the laws of Florida?

If the Attorney General, or any other legal or judicial functionary of the United States, will give a public answer to the above queries, much future difficulty may be avoided by

MANY OFFICERS OF THE ARMY.

*Extracts from the Rules and Articles of War.*

Art. 65. Any general officer, commanding an army, or colonel, commanding a separate department, may appoint general courts martial, whenever necessary, &c., &c.

Art. 98. All officers, serving by commission from the authority of any particular State, shall, on all detachments, courts martial, or other duty, wherein they may be employed in conjunction with the regular forces of the United States, take rank next after all officers of the like grade in said regular forces, notwithstanding the commissions of such militia or State officers may be older than the commissions of the officers of the regular forces of the United States.

The American and Atlantic Insurance Companies of New York have presented Capt. Cox, of the British brig Mary Ann, with a chronometer of the value of \$500, as a testimonial of their approbation of his conduct, in saving his vessel, when ashore on the coast of Florida, and in opposing the wreckers in their endeavors to take the vessel and cargo to Key West.

## DOMESTIC INTELLIGENCE.

*From the New York Evening Post.*

FLORIDA.—The following private letter, containing some highly interesting particulars concerning the present state of the Florida war, has been kindly furnished us for publication.

FORT BROOKE, FLORIDA, 8th October, 1836.

By the last boat I wrote you, I mentioned that Echo Hajo, one of the friendly Indians, has gone out with a white flag to offer peace to our red brethren. Two days ago he returned, and gave the following account of his mission. After travelling three days in an east southeast direction, they saw two women in a hammock, who told them that their husbands were out hunting, but that an old man lived fifteen miles off, who would show them the camp of the hostiles. On reaching the hut of the old man, they were informed that the camp was about fifteen miles off, and he accompanied the party to give notice of their approach and peaceable intentions. The minister plenipotentiary and his suit were halted in the vicinity of the spot, and their conductor proceeded on to give notice. Presently a party approached and told them to advance. The band was on an island, and a path through the water was the only mode of access without swimming, and this, of course, could only be followed with a good guide. When the mission reached the immediate neighborhood of the camp, it was again halted. Two principal characters attended from the hostile camp. The negotiation began by the question from the hostile chief—"What have ye come here for?" To which Echo Hajo replied—"We have come to offer you peace." Chief. "What have you to do with the business?" Echo Hajo. "We have entered into the service of the United States for the purpose of persuading you to make peace."

Chief. "We have had a great many fights—in all of which we have been successful. Several parties of white men have intruded into our country, and we have killed them, and shall serve you in the same way. The whites caused the war—they made their own bed, and now they must lie on it. We are ready to fight a great deal more. It is said that you Creeks have come down here to get negroes. We have plenty of them."

In the course of the talk the young warriors seized their rifles, and were about to put the minister and his suit to death, but the chief prevented them. After talking some time about their former battles and present prospects—both of which they considered glorious—the chiefs told them that the celebrated negro Abram and many others had been prophesying. These learned gentlemen informed them that God was in their favor; that he had aided their cause, as they had only lost twenty warriors during the whole war, and that he would continue to aid them. They mentioned as an evidence of the power of the prophet, that before the death of General Thompson, Abram had prophesied that he would be killed by Indians while walking about his place, and that such had subsequently been the fact.

The women offered them food. Echo Hajo asked them if they had any dressed buckskins to sell. They replied in the affirmative, and he bought fifteen of them. Money, said they, would be proper pay, though they would rather have preferred some cloth stuffs, if they had brought any such things with them.

On departing the minister was informed that he had narrowly escaped death; and that should such another visit be made to them, they would hear what they had to say and then kill them. So that peace has not yet returned to this region, and we may expect a severe and difficult campaign. Col. Lane, with seven or eight hundred Creek volunteers, is here; and Gen. Jesup is expected soon with the regulars from the Creek nation.

ST. AUGUSTINE, October, 15.

**ARMY MOVEMENTS.**—We learn from a gentleman who arrived in town from Newnansville, that Governor, Call, with the forces under him, had arrived at Fort Drane, from Suwannee, Old Town, on Monday previous. On the route, eleven Indians in detached parties had been killed. On arriving near Fort Drane, on the top of a hill, a few Indians were discovered on another hill about half a mile distant who fired their rifles and raised a yell, and disappeared in a hammock. The hammock was charged but without succeeding in finding the Indians. On getting through the hammock, which was of considerable extent, the army came upon the site of an Indian camp, which extended nearly a mile, and it is supposed that from 800 to 1,000 warriors had been encamped there.— Their trail was seen going in the direction of the Withlacoochee, and it is the general impression that they will be found there, and that they will fight. Considerable inconvenience had been experienced by the army for the want of provisions and forage.

It is said that the horses had been without forage for seven days and they had been obliged to turn them out to pasture. Considerable numbers of cattle had made their escape from the Indians, and were returning to their old pasture grounds. The Tennesseans had commenced jerking beef at Fort Drane. Major Pierce was met by our informant on Tuesday, near Santafee bridge with a wagon train, containing ten days supplies of provision. Three steamboats and a schooner laden with stores for the army had gone up to Lake George.

PENSACOLA, Oct. 15.

On Saturday and Sunday last arrived here the U. S. steamboat Major Dade, commanded by Lt. Howison, and the U. S. steamboat American, commanded by Lieut. Johnson. They are both, we understand, much out of repair, and the crews nearly worn out.

When the Major Dade left Suwannee Old Town, Gov. Call, at the head of the Tennessee mounted men and the Florida troops, had crossed the Suwannee river, and was pushing forward in pursuit of the Indians, intending to scour the Withlacoochee swamps. The day before the Major Dade left, the guides had assured the commander that on the next day they would fall in with the Indians in a large body, and that they would give them battle. We shall look with much anxiety for further intelligence.—*Gazette.*

**A NOBLE INSTANCE OF HOSPITALITY.**—The sick of the army operating against the Seminoles, were sent from Suwannee Old Town, in the U. S. steamboat American, to the number of one hundred and ten. Their destination was this place, but when near St. Joseph, the steamboat met with an accident which compelled her to put into that port for repairs. At the moment of her arrival, the ladies of St. Joseph were about to set off on a party of pleasure. They no sooner became acquainted, however, with the situation of the gallant defenders of their country on board the American, than, with one accord, they postponed their pleasure party, and devoted themselves to the duty of alleviating the sufferings of the sick. The entire building lately erected for a hotel by Col. Beveridge, was given up to them, and the generous strife was who should do most for the sufferers. Every family contributed something. We are gratified to add, that when we last heard from them, the sick were all doing well.—*Pensacola Gazette.*

PRINTING,

OF EVERY DESCRIPTION,

Neatly and accurately executed at the Chronicle office.

IMPORTANT FROM FLORIDA.

SAVANNAH, October 24, 1836.

The steam packet *Dolphin*, Capt. PENNOYER, arrived here yesterday from St. Augustine, with Major Pierce, and other officers of our gallant little army on board. By this arrival we have received an extra from the *St. Augustine Herald*, which furnishes the important intelligence which we give below.

The first extract explains the mission of Major Pierce, whose conduct in Florida has already excited the admiration of our readers.

*From the Herald—Extra, Oct. 21.*

We are pleased to learn that Gov. Call has conferred upon Maj. Pierce the appointment of Quartermaster General. We feel satisfied that the office could not be in better hands. He proceeds immediately in the *Dolphin*, to Savannah and Charleston, with discretionary powers to procure every requisite for the army.

*From the same.*

To the Editor of the Florida Herald:

SIR: As it is desirable to our readers and to the public generally, to learn the operations of the army, commanded by Gov. Call, you will be pleased to publish the following short, but correct, statement furnished by one who was with him.

On the 28th, the Governor passed the Suwannee at the Old Town, with 1,250 volunteer Tennesseans and 125 Floridians, all mounted. He had ordered an abundant supply of rations and forage, which was then afloat at the mouth of that river, but owing to the sickness of the crew of three steamboats lying in the river, had not been brought to the depot. Such was the impatience of the volunteers to find an enemy that they prepared to make a sudden rush on the foe, presuming that they might be surprised; and although an express from Gen. Read, then at the Old Town, overtook the Governor within ten miles from that post to inform him of the reception of a full supply of every thing wanted by the army, both officers and men expressed a decided unwillingness to delay their march. On their route to Camp Drane, seven Indians were killed, and few, if any, discovered by the spy guard in advance, escaped the unerring shot of the volunteers.

On the 1st October, the Governor reached Fort Drane, and found the fire of the enemy still burning. They had escaped with their women and children by a few hours only, and but for the accidental escape of a spy found about Wacahouta, who was hotly pursued, but in vain, we should have surprised and perhaps destroyed this whole band of Micasuckies, with Powell at their head. As it was, four of their number were run down and killed.

The army remained encamped at Fort Drane, until a junction could be effected with Major Pierce, then at Black creek, on whose zeal and ability, the Governor relied to supply his army with rations.— Nor did he rely in vain. On the night of the 4th at 10 o'clock, an express reached the Major, from Santa Fee, giving information that 100 Floridians had reached the latter place, to aid in escorting provisions to Camp Drane; at 12 o'clock, two hours after the express, the Major was in his saddle, and his whole command on the move. It is zeal and energy like this that the times require; it is this that gains the confidence of the General-in-chief, and saves an army from want. On the morning of the 5th the movement was made from Black creek, and on the evening of the next day, Major Pierce, with his detachment, reached Fort Drane and furnished to Gov. Call seven or eight days rations for his whole command, a distance of sixty-five miles.

With this supply it was deemed advisable to press on to the Withlacoochee, pass it at the cove, if found fordable, and capture their women and children if the warriors should elude us; or should the water of



the river be beyond the banks, fall down the river, to the depot directed to be established at Graham's Old Camp, and unite with Gen. Read and Col. Lane, at the head of the friendly Creeks. On the way the advanced guard fell in with a small encampment of Mickasuckies, the most warlike and hostile of the tribes, killed thirteen men, who did not fire a shot, and took prisoners four women and eight children. After an examination of the squaws it was found that we had reached the river at the point most desirable; that the body of the Indian families were on the opposite side, and the negro town, so called, was three miles above us, protected by a deep creek, running through a thick swamp hammock, and fordable only at very dry seasons. To this last place a detachment of 300 Tennessee volunteers, under Col. Gill, proceeded, who returned in the evening with three killed and seven wounded, by a shot from an unseen foe, unable to cross the creek from the depth of water.

The main body continued their march to the river, and on reaching the bank, after passing the most villainous swamp ever passed on horse-back, found the river flooded greatly above its banks, and 250 yards over, whilst standing on the edge of the water, and mortified that a barrier so unlooked for was thrown in our way, a few shots were fired from the other side, and it was with much difficulty that the impetuosity of our men could be restrained—the firing was continued on both sides without our seeing the Indians. When the volunteers had been recalled, Major Gordon gallantly volunteered with 200 of his men to silence the firing on the opposite side. To this the commander in chief was reluctantly induced to give his assent, and the gallant band marched to the bank, two feet deep in water, and after much ineffectual firing, which our officers observed, was only useful in getting rid of ammunition of which we had not too much, were recalled at the sound of the bugle, Major Gordon, being wounded in the breast by a spent ball.

The army, thus foiled by the high water in their attempts to cross the river, and end the war at a blow, and almost without rations, had but one or two courses to pursue. The first was to fall back to Black creek or Volusia for supplies—or to advance onward to the mouth of the river to communicate with General Read or Colonel Lane, to obtain provision there. The last course was preferred by the Gen. and by a council of war, and the march was commenced—greatly to our disappointment, no depot was established, at the point so peremptorily ordered, and the army was directed to Fort Drane and Gray's Ferry. Luckily the main object of the expedition was effected, a junction was formed with Col. Lane, who crossed the Withlacoochee at Gaines's battle ground on the—3 miles above our encampment, having been governed in his march by the sound of our artillery as we fired daily a signal gun.

Thus has ended for a time our operations. Many horses have been lost, and must be replaced. Depots must be established; we have discovered the proper locations. We have found the enemy's strong hold and the means to assail it. We have found willing and able guides in the prisoner squaws, and derived much valuable information from them. They tell us that there is a large peace party in the nation, who would have sent in an envoy, but from the dread that we should shoot him. They tell us that their powder is nearly exhausted, and above all, that the two head chiefs, the most warlike and the most hostile, next to Powell, the one of the Micasuckies, the other of the Long Swamp tribe, were killed by Maj. Pierce at Fort Drane—from that, or some other cause, perhaps, the defection of the Creeks. We believe that there is dissention among them, that their war spirit is broken, and that they will be whipped, humbled, and perhaps shipped before Christmas. A high spirit prevails in our army, harmony between the regulars and volunteer militia, and zeal, courage and ardour throughout all.

In addition to the above the *Herald* has the following:

Major Pierce marched on the 5th in the morning at 2 o'clock, and arrived at Fort Drane on Saturday the 6th, with ten days provision for the Tennessee brigade. Gov. Call, marched on Monday, the 8th for the Withlacoochee, taking a new direction with a view to surprise the Indians; to do this it was necessary to cut a new road for the artillery and wagon train, for more than 50 miles, which was performed by the battalion of 200 artillery under Major Pierce in five days, and although attended with considerable fatigue, and on the morning of the 12th, the advanced guard surprised and attacked a large party of Indians, routing and taking 12 female prisoners.

*Correspondence of the Boston Morning Post.*

MALTA, September 2, 1836.

This morning I received a letter from a friend at Athens, from which I extract the following, respecting the movements of the American squadron under Commodore Elliott:—"On the 19th ult. our squadron consisting of the Constitution, Potomac, Captain Nicholson, and John Adams, Capt. Stringham, anchored at Pizaens—and on the 21st August, the frigate United States, Capt. Wilkinson, joined them. The squadron touched at Napoli, and remained three days previous to their coming to this place. I regret to add that Commodore Elliott was too unwell to leave his cabin, having taken a severe cold at Corfu. The Commodore, during his stay, was introduced to the heads of the different departments, and received every attention from them—all of whom, on their going on board the flag ship, were received with the customary honors, and salutes due to their rank.

The squadron left here on the night of the 25th ult., for Sada, in Crete, from whence they mean to go to the coasts of Syria and Alexandria, and thence to Malta.

The Potomac parts company at Cenigo, and goes to the coast of Africa, Brazil, and thence directly to the United States. The Shark has gone to Trieste to get a new mast. Dr. Boyd, fleet Surgeon, has gone home in the Potomac, and Lieut. Bullas, (flag Lt.) has gone to Mahon for his health.

Commodore Porter, in company with S. D. Heap, Esq., our Consul at Tunis, left us last evening in the Neapolitan steamer Mettano, for Syracuse, Catania and Naples. The Commodore, since his residence in this island, which has been for the last four months, has somewhat improved—his health however, is still very feeble, and I fear that it is only by continually travelling and changing the air, that he will be enabled to return to Stamboul, as he intends on the ensuing spring to fulfil the duties of his station, as our Charge d' Affaires near the Sublime Porte.

At the moment we have no American vessels in port, the last was the Africa, sailed four days since for Constantinople, and with the exception of the writer, not an American citizen. Truly yours, W.

**SNUFF versus GUNPOWDER.**—Mr. Benson E. Hill, in his "Recollections of an Artillery Officer," gives the following instance of the power of the titillating dust in reducing a fortress. It was during the march on Paris, after Waterloo: "Our heavy metal was employed during the 15th, and part of the 16th, against crop, so effectually, that, towards the middle of the latter day, a *parlementaire*, was sounded, and His Royal Highness, accompanied by Col. Dickson, Aster, and Roel, advanced to settle the terms; the other members of the *etat major*, remaining at about 200 yards from the scene of conference. Immediately on the French officer joining the *groupe* in front, he lifted his hat, and appeared to ask the prince a short question. A negative shake of the head was observed as the reply,

followed by some conversation with Sir Alexander, who immediately set off at a gallop to the spot we occupied; and as soon as he was within hailing distance, my name was loudly uttered. I rode towards him, wondering for what purpose I could possibly be required. Give me your snuff box," said the Colonel, "the Frenchman says he has not had a pinch this fortnight."

I handed it to my chief, and took the liberty of remaining where I was, to see how its contents would be relished. Making a profound obeisance, the Frenchman seized the proffered box, and, judging from his pantomime, relished with immense gusto, the first pinch, for it was quickly followed by a second and a third. He then entered on the business of his mission and as the terms were proposed to him, it was easy to see which were readily accepted, and those to which he yielded a forced and reluctant consent; in the first case, he bowed only; but in the other, he consoled his wounded pride by resorting to my box. The conference extending much longer than on former occasions; I had serious apprehensions that not a pinch would be left; at length he retired. On reappearing, he notified to the prince that the terms offered were accepted, restored my tabatiere to Sir Alexander, and took leave. The usual orders were given, and a general movement of the troops ensued."

### ARMY.

ADJUTANT GENERAL'S OFFICE,  
Washington, Oct. 31, 1836.

#### GENERAL ORDER, } No. 73. }

The resignations of the following named officers have been accepted by the President of the United States, to take effect at the dates set opposite to each respectively, to wit:

Captain H. A. Thompson, 4th artillery, October 15th, 1836.

1st Lieutenant A. Beckley, 4th artillery, October 24th, 1836.

1st Lieutenant T. S. Brown, corps of Engineers, October 31st, 1836.

1st Lieutenant G. W. Cass, 7th infantry, October 26th, 1836.

2d Lieutenant J. H. Leavenworth, 2d infantry, October 31st, 1836.

2d Lieutenant G. G. Meade, 3d artillery, October 26th, 1836.

2d Lieutenant D. P. Dewitt, 2d artillery, October 31st, 1836.

Bvt. 2d Lieutenant R. S. Smith, 2d infantry, October 19th, 1836.

Bvt. 2d Lieutenant T. P. Chiffelle, 7th infantry, September 30th, 1836.

Paymaster Neville, October 24th, 1836.

Paymaster Hayne, October 25th, 1836.

By order of Maj. Gen. MACOMB,  
ROGER JONES, Adj. Gen.

#### SPECIAL ORDERS,

Assistant Surgeon Heiskell, to Florida.

" " Abadie, to Tampa Bay.

" " McCormick, to Fort Jesup.

Bvt. Maj. R. B. Lee, 3d art'y, for ordnance duty.

#### APPOINTMENT.

Donald Frazer, of New York, paymaster, vice A. P. Hayne, resigned.

### NAVY.

#### RESIGNATIONS.

John M. Green, gunner, 8th September.

John Williston, carpenter, 14th October.

R. L. Browning, midshipman, 26th October.

### DEATHS.

In Plattsburg, Col. JOSEPH WATSON, formerly of Vermont, but for many years a resident of Washington city. He was an officer of the army during the last war, and was private secretary to Gen. Hull, when he surrendered to Gen. Brock.

At Fort Wood, Bedlow's Island, New York harbor; on the 15th inst. after a lingering illness, SARAH, wife of Major D. WILCOX, U. S. Army.

At Brooklyn, N. Y. on the 21st inst. WASHINGTON L., youngest son of Lt. J. G. REYNOLDS, of the U. S. Marine Corps, aged 2 years and 6 months.

### NAVAL SUPPLIES, FOR 1837.

NAVY COMMISSIONERS' OFFICE,

October 22, 1836.

**P**ROPOSALS, sealed and endorsed, will be received at this office until three o'clock, P. M., of the 19th November next, for supplying and delivering at the navy-yards at Charlestown, Brooklyn, Philadelphia, Washington, and Gosport, Va., and at the Baltimore naval station, severally and respectively, such quantities of the following denominations of articles as the respective contractors for them may be ordered to furnish, upon requisitions from the respective commanding naval officers, or navy agents, for the use of the United States Navy, during the year 1837, viz:

- 1st. Cordage.
- 2d. Cold-rolled copper.
- 3d. Iron: round, flat, and square.
- 4th. Paints, and paint oil.
- 5th. Superfine flour.
- 6th. Ship-biscuit.
- 7th. Whiskey.
- 8th. Candles and oil.
- 9th. Molasses, vinegar, rice, beans, and peas.
- 10th. Butter.

Blank forms of offers for each denomination of articles will be furnished by the commanding officers of the navy yards and stations to persons applying for them, and upon which all offers should be made.

Separate proposals must be made for each navy-yard, and for Baltimore. The blank offers furnished to individuals must have all the blanks filled up, and must be subscribed as directed in the note on the face of each form, and they must be unqualified and unconditional; as the forms specify all the conditions and stipulations to be performed by the respective contractors, no modification will be allowed.

Ten per centum will be withheld from the amount of all payments made, from time to time, which will not be paid until the contracts shall be fully complied with in all respects.

Oct. 27—t19th N.

### NOTICE.

**A**LL persons indebted to the estate of the late Lieut. W. E. BASINGER, deceased, are requested to make immediate payment; and those having claims against the said estate will present them to the undersigned, before the 1st of January next.

JNO. C. CASEY, Adm'r.

FORT BROOKE, FLO. 3d Sept. 1836.

Sept. 22—8t

### ADVERTISING.

**Q**U-As the ARMY AND NAVY CHRONICLE has a general circulation in both services, and an increasing one among citizens, it presents a favorable medium for advertisements which will be inserted on reasonable terms.

Once a month at least, and oftener if the encouragement be adequate, a colored cover will be furnished. Advertisements of Professional Works,—Mathematical, Nautical, and Surveying Instruments—Officers Clothing and Equipments—Sea Stores—and all articles that may be useful to the Soldier or Sailor, are respectfully solicited.



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